

Phasing Plan

The evaluation of the US 64 Corridor includes the development of a plan that will aid in implementing the recommendations of the study, for both the short-term and long-term alternatives. The Phasing Plan includes several key elements to help guide the transition of the corridor from the existing conditions, through the short-term alternative, to the long-term alternative and includes the following information:

- Segmenting the corridor into smaller pieces to allow for incremental development.
- Determining the priority and life-span of the short-term strategies.
- Determining the priority of the long-term strategies.
- Developing options for transitioning the short-term strategies to the long-term strategies.
- The Phasing Plan maps will be available for review and comment at Workshop #2.

Project Schedule

- 1st Newsletter.....Issued March 2008
- 2nd NewsletterIssued May 2008
- 1st Workshop..... May 19, 2008 and May 20, 2008
- 3rd Newsletter April 2009
- 2nd Workshop.....April 27, 2009 and April 28, 2009
- Complete Study..... November 2009

Taking a Look Ahead

Next Steps

- The project team will discuss the input and comments received from the second series of workshops and make any needed revisions to the land use evaluation, phasing plan, and short-term and long-term recommended alternatives.
- Develop a Corridor Study Report that will provide a comprehensive evaluation and blueprint for the corridor.
- Develop a Memorandum of Understanding between the Project Partners that will encourage future development to be consistent with the study recommendations for the corridor.



Issue No. 3
April 2009

US 64 Corridor Study

Study Team Recommends Long-Term Solution



After much analysis and coordination, the Corridor Study Team (CST)* has recommended a preferred alternative for the long-term solution to improve traffic flow and safety along US 64. The recommended

long-term alternative would transition US 64 between the US 1/US 64 interchange in Cary and the US 64/US 64 Business split on the east side of Pittsboro from its current condition to a freeway and expressway. The recommended long-term solution is known as Alternative 4, and is a hybrid of each of the three alternatives presented at the first workshops. The alternative incorporates many of the

continued on page 2

GET INVOLVED

Website

www.ncdot.org/~US64study

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Español

La información acerca del proyecto está disponible en español en el sitio web de proyecto.

Los boletines en español pueden ser solicitados de la línea directa de peaje-liberta.



Capital Area Metropolitan Planning Organization



US 64 Corridor Study

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See Page 1 for Workshop Announcement

Public Workshops Scheduled

Two workshops are scheduled to present the recommended long-term and short-term solutions to the public and to gather feedback. At each meeting, the public will have the opportunity to listen to a presentation describing the project, view simulations and maps of the recommended long-term and short-term solutions, view maps showing land use and zoning recommendations, ask questions and provide comments. All members of the public, agency representatives and organizations are encouraged to attend and participate in the workshops. Note that the information shared and the format of both workshops will be the same and the public can drop in at anytime between 5:00 - 8:00 PM.

Date: April 27, 2009

Time: 5:00 – 8:00 PM

Location: Apex High School
1501 Laura Duncan Road
Apex, NC 27502

Date: April 28, 2009

Time: 5:00 – 8:00 PM

Location: Horton Middle School
79 Horton Road
Pittsboro, NC 27312

If you are a person with a disability who needs any accommodation to participate in this workshop, you are entitled, at no cost to you, to the provision of certain assistance. Please contact David Wasserman, NCDOT, 919-715-1273 or dswasserman@ncdot.gov at least two days prior to the workshop.

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comments received from the first workshops and includes additional information such as pedestrian and bicycle facilities.

Data used to determine the recommended alternative for the project included:

- Current and expected future traffic conditions
- The history of crashes along the corridor
- The engineering feasibility of the alternatives
- A preliminary analysis of cost
- A preliminary analysis of impacts to the natural, human, and physical environments

Detailed information about the recommended long-term solution (Alternative 4) will be available at public workshops to be held in April (see back) and can also be found on the project website www.ncdot.org/~US64study.

**The CST includes representatives of local governments and agencies. The North Carolina Department of Transportation (NCDOT) is leading the project, in partnership with the Capital Area Metropolitan Planning Organization; the towns of Apex, Cary and Pittsboro; and Wake and Chatham counties.*

Study Team Develops Short-Term Solution

The Corridor Study Team (CST) has developed a short-term solution for the corridor that will help to improve safety and mobility along the corridor. The short-term solution is comprised of strategies aimed at improving the movement of vehicles on US 64 within the study corridor in a manner that extends its lifespan. These lower-cost strategies will be implemented in order to enhance traffic flow and safety along the corridor until the long-term solution is implemented.

The recommended short-term solution will utilize the superstreet concept (explained in greater detail on the opposite page) and was based on an evaluation of:

- Ability to manage traffic for both US 64 and side streets
- Residential and business access
- Pedestrian crossing/safety
- Consistency to facilitate driver expectation
- Duration of the benefits (15-20 years)
- Aesthetics
- Cost/Benefit analysis

Detailed information about the short-term solution will be available at the public workshops to be held in April and can also be found on the project website. Please note that at this time funding has not been programmed for the short-term or long-term solutions. The short-term solution may be used to guide development and additional detailed analyses of short-term solutions will be performed as projects are funded.

What is the difference between short-term and long-term solutions?

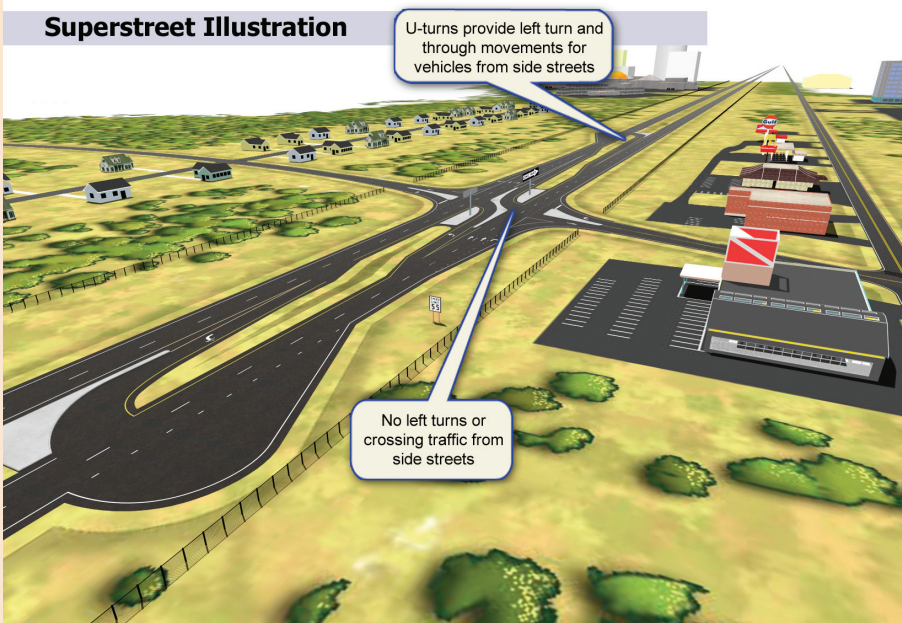
	Short-Term Solution	Long-Term Solution
What is the goal?	Extend the useful life of the corridor by improving safety and mobility until there is a need for the long-term solution to be implemented.	Convert US 64 into a freeway from US 64 Business in Pittsboro to NC 540 and to an expressway from NC 540 to US 1 in Cary in accordance with the Strategic Highway Corridor vision for US 64.
What is the timeframe for implementation?	Within 5-10 years	Beyond 15 years
What is the total estimated cost?	\$25-\$30 Million	\$400-\$450 Million

What Exactly is a Superstreet?

The superstreet is a non-traditional intersection design that routes left turns and through-movements from side streets to their desired destination by way of a right turn, followed by a U-turn at a designated median opening approximately 800 feet away.

How do I drive through it?

- If you are traveling along US 64, there is no difference between the superstreet signal movements and a regular signal.
- If you are on a side street and wish to turn right, there is no difference in what you do compared with a regular signal.
- If you are on a side street and wish to turn left onto US 64 or cross US 64, you would first turn right on US 64, then complete a U-turn at the signalized median opening. Once you make the U-turn, you can either turn right onto the sidestreet or continue straight on US 64.



Ok, I can do that, but what does all this do for me?

- Recent studies have shown both safety and operational advantages to this design.
- Median U-turns will reduce the number of stops and delay to travelers on US 64.
- The travel time for traffic from side streets has been shown to be nearly equivalent or in some instances better than those with a regular signal.
- More green time can be provided at signals because the intersection has fewer conflicting traffic movements.

Detailed information on the operation and benefits of the superstreet concept will be presented at the workshops.

Study Team Develops Land Use and Zoning Recommendations

An evaluation of the existing and planned land use along the corridor has been developed. Coordination with local planners guided the land use assessment by identifying visions and goals for the study area that should be considered throughout the US 64 corridor. The assessment process was used to evaluate land use compatibility with the proposed design concepts. Short-term and long-term future land use scenarios were developed and compared to the proposed transportation improvements for compatibility. From this comparison, recommendations have been developed for changes to land use and zoning plans, growth management areas, and access management. The recommendations are focused on an integrated approach to achieving both mobility and land use/growth management objectives in a consistent manner throughout the corridor. Detailed information about the land use evaluation will be available at the public workshops to be held in April and can also be found on the project website www.ncdot.org/~US64study.